

## REMARKS

### **In the claims**

Please find an amended set of claims enclosed.

### Claim objections

The multiple dependent claim format of the claims has been corrected

### Claim rejections - §112

The examiner's claim objections and claim rejections under 35 USC § 112 have been corrected. According to the examiners suggestion, the applicant is now claiming "A child car seat with a seat belt tightening device".

### Claim rejections - §102

The child seat disclosed in the present application is designed such that the lap belt part of the seat belt can be passed around and abutting the outward facing part of the base or lower part of the child seat as can clearly be seen on figure 1 and 2. In the amended claim 1 the applicant has clarified that the lap belt part is not passing through the child seat, by adding the phrase "facing outward towards the exterior of the child seat".

In addition the child seat comprises a tightening device which is used to tighten the seat belt *after* the seat belt has been fastened in order to take up any remaining slack in the seat belt after the seat belt has been fastened or to press the child seat harder towards the vehicle seat.

The examiner has rejected the claims on the background of three cited prior art documents each being claimed to disclose the invention of the present application. The applicant wishes to submit the following comments to the cited publications.

US 5,277,472 discloses a child seat where the lap belt part passes over the top of the child seat. The child seat is provided with belt receivers 88. The purpose of the belt receivers is to hold the seat belt in its position and thus prevent the belt from sliding back down the top of child seat. The belt receivers 88 are caused to protrude through slots 40, thus creating a barrier past which the seat belt cannot slide. (see figure 13 and col. 10, line 41-47 and col. 11, line 13-17). The receivers 88 can not in any way be used to tighten the seat belt, since they do not press the seat belt away from the child seat and thus do not increase the distance between the seat belt and the child seat when rotated.

US 5,915,787 discloses a child seat where the lap belt is passing through the interior of the child seat. The child seat comprises wing structures 50, which are not tightening devices as the examiner claims. The wing structures 50 are used to give the seat different inclinations depending on whether the child has insufficient neck strength (figure 5) when the child is facing the direction opposite the direction in which the vehicle or aircraft is moving, or sufficient neck strength (figure 6) when the child is facing the same direction as the direction in which the vehicle or aircraft is moving. While it is true that the wings are said to be hinged, this hinged arrangement is incapable of tightening the seatbelt. The hinged arrangement simply permits the wings to either be deployed (for use with an infant) or not. The choice of whether to use the wings 50 or not is made prior to attachment of the seatbelt to the child seat. Once the seatbelt is attached, the wings 50 cannot be moved, thus they cannot increase the distance between the seatbelt and the child seat. The restraint device 20 which is referred to in the description is in plain words the whole child seat (see figure 5-6). Thus, there is no tightening device for the lap belt part of the seat belt disclosed in this publication.

US 6,672,664 also discloses a child seat where the seat belt passes through the interior of the child seat. The embodiment shown in figures 13, 14a, 14b, discloses a combined locking/tightening device which is positioned in the child seats interior. In use, the seat part of the child seat will have to be removed and the tongue plate 17 of the seat belt must be passed through openings in the locking/tightening device (shown by arrows in figure 13) before the tongue plate is fastened. The locking/tightening device therefore tightens both the belt and the

lap belt parts of the seat belt. This way of fastening the child seat to the vehicle seat and tightening the seat belt is very different from and very cumbersome compared to the applicants way of solving the problem. The rotating device from Yanaka is a lever that pulls the seat belt more tightly against the child seat than otherwise possible. It does not, however, press the seatbelt *away* from an abutment of the child seat, thus increasing the distance between the child seat and the seatbelt as in the present invention.

By including that the lap belt is placed against the *outwardly facing* abutment portion 4a of the child seats lower portion 4 in claim 1, the applicant believes that it is clarified that the lap belt does not pass through the interior of the child seat, and thus providing a much easier and more convenient way to tighten the lap belt part of the seat belt after the seat belt has been fastened.

## Conclusion

Based on the foregoing, the applicant is of the opinion that the invention as it is defined in the amended set of claims is novel and non-obvious in light above the cited prior art documents.